

CITY OF SAN DIEGO, CALIFORNIA  
**COUNCIL POLICY**

CURRENT

SUBJECT: TRANSIT PLANNING AND DEVELOPMENT  
POLICY NO.: 600-34  
EFFECTIVE DATE: May 20, 1986

BACKGROUND:

Public transit must inevitably play an increasingly important role in San Diego's total transportation system. Consequently, it is imperative that a strengthened "transit consciousness" be fostered on the part of local public planners, administrators, and elected officials, as well as the general public. Further, it is vital that the financing and development of future needed public transit facilities and services be accelerated to the extent that this can reasonably be accomplished.

PURPOSE:

The purpose of this policy is to convey the high priority that the Council attaches to facilitating the growth and development of public transit in the San Diego area; and to indicate some of the measures and mechanisms that will be employed, in cooperation with the Metropolitan Transit Development Board (MTDB), to achieve the protection and acquisition of transit rights-of-way and funding of local transit's capital, operating, and maintenance costs.

POLICY:

It shall be the policy of the Council to work closely with MTDB in planning for, and implementing the development of, public transit in the San Diego area. More specifically, the City shall pursue implementing measures (as listed below) in the areas of planning; right-of-way protection and acquisition; and the funding of guideway and facility construction, operation, and maintenance.

IMPLEMENTATION:

1. Planning
  - A. The Planning Department shall regard transit as an integral component of all major planning studies and programs.
  - B. Existing and proposed transit corridors, including fixed guideways, shall be clearly depicted on the General Plan's land use, transportation, and urban design elements and maps. Land use and development intensity recommendations shall be incorporated into the General Plan to reinforce the use and effectiveness of these identified transit corridors.
  - C. Transit opportunities shall be thoroughly studied and evaluated in the preparation of all community plans. Recommendations for transit routes and stations shall be identified in all community plans. Land use proposals and transit recommendations shall be complementary to

each other, as well as to the surrounding community scale.

- D. The locations of existing and proposed transit stations and transit centers shall be shown on all plan maps, as appropriate.

2. Right-of-Way Protection and Acquisition

- A. The authority contained in State Government Code Section 66475.2 and Municipal Code Section 102.0405 shall be utilized in the processing of new subdivisions and resubdivisions to obtain transit reservations and/or dedications.
- B. Where identified by Council-approved plans or other Council actions, reservations and/or dedications of needed transit rights-of-way shall be sought in conjunction with development permit application reviews.
- C. Reservations and/or dedications of needed transit rights-of-way shall be provided for as part of development agreements, as required by the applicable community plans and specific Council actions.
- D. Encroachment permit applications shall be carefully reviewed to preclude installations of permanent-type improvements within future transit rights-of-way, as previously determined by Council.

3. Funding of Transit Construction Facilities, Operation and Maintenance

- A. Whether acting on its own or in concert with MTDB and/or other agencies, the City shall aggressively pursue all available opportunities for federal and state transit funding assistance.
- B. Council-approved transit alignments and stations shall be incorporated into community public facilities financing plans. Where appropriate, the City shall utilize development agreements, development fees, and/or ordinances to allow for in-lieu fees, special assessment districts, air-rights leasing, and other such mechanisms to obtain transit funding.
- C. Appropriate levels of transit improvement financing shall be incorporated in all Facilities Benefit Assessment (F.B.A.) programs based on Council-approved community plans.
- D. MTDB shall be encouraged to maximize transit operating efficiency, and to maintain a reasonably high farebox recovery rate in order to minimize the need for other sources of funding.
- E. Legislative proposals at all levels of government that will provide increased funds on an equitable basis for local transit construction and/or operation shall be strongly supported.

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4. Coordination with other Jurisdictions

Where transit routes have been identified by other agencies or jurisdictions, they should be considered for incorporation into the appropriate City plan document.

HISTORY:

Adopted by Resolution R-265759 05/20/1986